

WILL THERE EVER BE "L" RAPID TRANSIT?

Some Persons Regard the
Gould and Sage Plan
with Suspicion.

Commissioner Inman Doesn't
Think the Capitalists Are Go-
tham's Fairy Godfathers.

Gen. Egbert Viele, an Expert, Con-
demns Engineer A. A. McLeod's
Double-Decking Plan.

L. N. FULLER IS TO AROUSE HARLEM.

Mass Meeting in the Interest of the Man-
hattan Company Being Arranged For.
Bicyclists Want the Airy
Pathway.

George J. Gould and Russell Sage will have really proved themselves fairy godfathers if they give the city rapid transit—something which has tantalizingly eluded mortal accomplishment for these many years. New Yorkers, who are abnormally patient people, have hoped for it long, and when despairing, found comfort in the notion that the thing will be sometime in the millennium, and if it comes any time before that it must be the result of a miracle. And fairy godfathers employ their time solely in the miracle business. So it is that Messrs. Gould and Sage have aroused sleeping hope in the hearts of hundreds of thousands of dwellers on Manhattan Island and the adjacent territory. There is one plan for a "double-decked" road, with a bicycle path, and 125,000 wheelmen in the metropolitan district are joyful in the anticipation. Plenty of other good things in the way of benefits to the public are promised, for these fairy godfathers have never taken a hand in any tin whistle schemes of beneficence.

Suspicious of the Good Genii.
Sentiment is golden; so is money. Messrs. Gould and Sage are not sentimentalist. There is a suspicion that they are not sincere in their efforts to furnish real rapid transit; but then there are always suspicious persons who discredit acknowledgments. Plenty of other good things in the way of benefits to the public are promised, for these fairy godfathers have never taken a hand in any tin whistle schemes of beneficence.

That four tracks could be operated in Third avenue, as was suggested to the Mayor on Monday, engineers consider impracticable, and the assurance that the West Side road would be extended to Yonkers at once was considered unworthy of belief. That the road would be extended as the territory grew was accepted as a fact. Mr. Gould admitted this a week ago. It is not reasonable to suppose that anything has happened since then to cause him to change his opinion.

"I do not believe that Messrs. Gould and Sage showed by their action that they were sincere in their effort to better the public travel by sneaking in the back door of the City Hall as they did," said Mr. Inman yesterday.

Ignored Rapid Transit Officers.
To my mind what they should have done was to have appeared before the Rapid Transit Commission and there expressed their views and submitted their plans. We were appointed for the expressed purpose, as the name of our commission implies, of securing rapid transit, and if these gentlemen had anything to submit it should have been laid before us, not Mayor Strong.

"The Rapid Transit Commission was not appointed by Mayor Strong, and he cannot regulate it as he can the Park Commission, the Police Board and the other commissions whom he has the power to select. I see by some papers that Mayor Strong is quoted as being opposed to the 'hole in the ground' system, but that does not affect us in the least. Of course, I speak for myself alone, as one Commissioner, and not as the spokesman of the Commission."

Gould and Sage Tell Their Story.

Messrs. Gould and Sage had the details of their plan under consideration yesterday and laid them before a meeting of the Executive Committee of the Board of Directors of the Manhattan Company. They told of their conference with Mayor Strong and discussed plans and improvements. The directors are almost certain that the Rapid Transit Commission will accept part, if not all of the propositions outlined to the Mayor. They concluded not to ask for more of Battery Park. With the additional line along West street to Amsterdam avenue the number of cars to be handled at the park would be increased, but this contingency has been amply provided for. Should Messrs. Gould and Sage get the opportunity to demonstrate that they are really fairy godfathers a loop will be constructed by which all trains could be turned. The park, therefore, will not suffer.

Messrs. Gould and Sage would not speak of their plans yesterday, but several other persons did, and these expressions the Journal prints to-day.

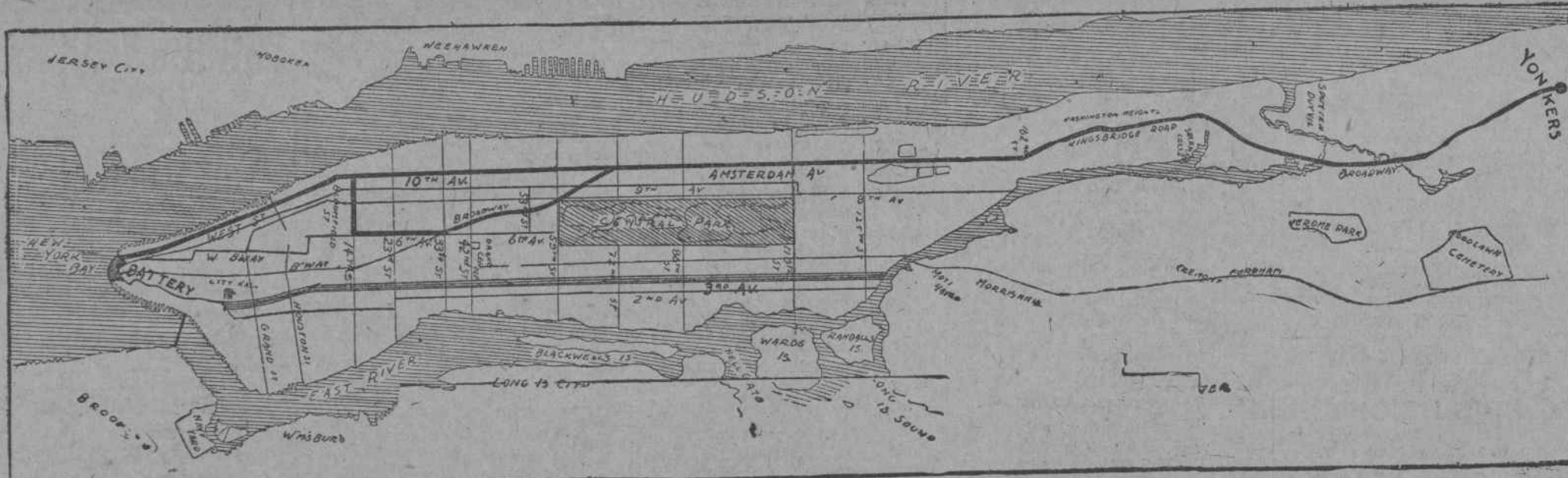
AGAINST DOUBLE DECKING.

General Viele Suggests More
and Lighter Trains and
Better Power.

The point that has puzzled engineers since the question of double-decking the "L" was suggested is, Will the present structure stand the added weight? The plan of A. A. McLeod, former president of the Reading Railroad, provides for the Third avenue road independent posts, to be built around the present posts. For the Sixth avenue line provision is made for practically new posts by building supports with new foundations alongside the present posts. In this way, it was claimed by Mr. McLeod in his report submitted to the Manhattan company and approved in the principal details by Mr. Sage and Mr. Gould, not only would the upper structure be perfectly safe, but the lower structure would be strengthened by the addition.

When General Egbert L. Viele, an eminent engineer, who has had wide experience in rapid transit affairs, was asked yesterday if double-decking is safe, he said: FROM A MECHANICAL STANDPOINT IT IS.

This is shown by the safety with which trains pass over the high structure at One Hundred and Tenth street on the Sixth avenue line. Engineers can overcome any danger if they have the means to do it with. Should it be necessary to strengthen the present structure that could be easily done. So, from a mechanical point, the problem is easy of solution. The big



ROUTES OF THE PROPOSED NEW ELEVATED RAILROAD LINES.

question to be decided is whether double decking is wise and practical. My opinion is that it is not. The true solution of rapid transit is to adopt some new power, such as electricity, cable or air, and then run light trains continually. There is no reason why light trains should not be run as frequently on the L as on the bridges. If that were done and if passengers were compelled to leave at one end of a car and get on at the other the stops would be very short and time would thereby be saved. The trains being light, they could get under headway quicker and with better power they could run faster. In this way far more people could be carried and transit would be fast enough to suit any one.

For the Annexed District I would have the present railroads establish an urban service in addition to the suburban service, and besides, I would have the L built a line into the large territory on the eastern side of the Annexed District. Property is cheap there and the poor would settle in it if there were the means of reaching it.

HARLEM IS ENTHUSIASTIC.

Lawson N. Fuller Arranging
a Mass-Meeting in Favor
of the "L" Road.

The people of upper New York are so worked up over the question of rapid transit that they will hold a mass meeting probably a week from to-morrow night for the purpose of urging the city officials to come to their relief. Among the speakers will be Prof. Dundon, of Normal College, ex-Bishop James R. Anderson, ex-Tax Commissioner James L. Goulden and ex-Tax Commissioner John Whalen. In addition there will be representatives of the wheelmen to urge the building of a bicycle path. The meeting will be held in either Cooper Union or Chickering Hall, and Lawson N. Fuller, of Washington Heights, who has been the spokesman for Messrs. Gould and Sage, and is arranging the details, said yesterday that the Harlemites and people of the annexed district will come down town by hundreds to make their protest.

THE CHIEF POINT WE WILL URGE, HE

said, is that the city drop that silly underground scheme and encourage the extension of the "L" lines. For the people of upper New York the tunnel proposition offers nothing. Even if it should be built as far as it is planned it would be to the limits of the city, but it is plain to engineers that the \$50,000,000 it is proposed to spend will not build the tunnel any further than Fourteenth street at least. When it gets that far there will be a delay until \$50,000,000 more is appropriated, and so on until we are further underground than the people of New York ever dreamed of.

For they know that if New York doesn't recover its municipal senses they will go from the cradle to the grave without hearing anything but airy theorizing from the Rapid Transit Commission.

What I am for, and what all the people of upper New York are for is better "L" service extended to Yonkers. We have the right to it, and we are going to demand it. If the Manhattan railroad makes a fair proposition and the city doesn't accept it, then the city is to blame. Now is the critical time, because Mr. Sage and Mr. Gould both say they are ready to do something. They may back out if the offer is not accepted, or financial disturbances may change the situation if the bargain is not sealed. For that reason I am in favor of quick action.

The bicycle path will naturally follow after the "L" improvements are made. I think Mr. Gould and Mr. Sage are ready to do it, but if they are not the wheelmen are strong enough to compel recognition. Suppose, for instance, plans should be made for a bicycle track up Broadway or any other street running from one end of the island to the other. It would mean to the Manhattan a loss of traffic, and then you would see them hustle to build their own elevated cycling path. That is the kind of a fighter I am.

ARGUMENTS OF BICYCLERS

Why Wheel Experts Advocate
the Path over the Ele-
vated Tracks.

IF THE MANHATTAN ELEVATED RAILROAD

Company wants any
guarantee that a bicy-
cle track on the "L"

would be well patronized, they can get it from any wheelman. This is not a sentimental question, but is one of cold business. We do not expect the Manhattan Company to go to such great expense as the construction of a path would entail for the love of cycling or for the accommodation of cyclists, but we are prepared to give assurances that if the road built it will be patronized by thousands in going to and from business, and by tens of thousands for pleasure. The ride from Harlem to the Battery on a wheel over a smooth track would require from a half to three-quarters of an hour, according to whether the wheelman was a scorcher or an ordinary rider. The trip would give the opportunity for exercise, it would combine business with pleasure, and as long as there are wheels and wheelmen the elevated track would be popular. If it is to be directed over the "L" tracks, I am in favor of it being one wide way, instead of being divided as has been suggested. By dividing it into up and down town tracks each would be too narrow. Collisions could be avoided by having officers on duty to compel wheelmen to keep to the right. This is done successfully with vehicles loaded, and there is no reason why the rule of the road could not be enforced among cyclists. As to the pathway, I think it would be better to have it of asphalt than of wood. Planks, however well they might be laid, would be sure to warp. The details are easily arranged, however. The thing is to get the railroad to undertake the enterprise.

Postol Clerk Cleary Loses His Wheel.
John Cleary, a sorter of letters at Post Office Station H, at 8 a. m. yesterday mounted his wheel and rode through the Park to his home, at No. 228 East One Hundred and Twenty-second street, taking the East Drive. At Seventy-ninth street he lost a pedal. Learning his wheel against a tree, he retraced his tracks to search for it. A stout, smiling young man of about twenty years, mounted on a wheel, stopped to ask what the trouble was. Upon learning that Cleary had lost his pedal, he further up the road he rode away. A few minutes later Cleary found the pedal and went for the wheel. It was gone.

SHOULD BICYCLE TRACKS BE BUILT OVER THE "L" ROADS?
Jersey, and of outly-
would be the greatest
avenues for pleasure
in America. Wheel-
men of Brooklyn, of
ing towns would come to New York for a
ride in the air because of the attractions
offered. The use to which a trans-Manhattan
Island bicycle path would be put for business
is apparent, but the greatest revenue to the
company would be from pleasure riders. Of
course the chief object is to first get a
track, without trimmings; but after it was
built think of the opportunities for evening
recreation should gardens in adjoining build-
ings along the route, to be reached by side
tracks, be opened. This is not a visionary
scheme, but an actual possibility. I have
heard men say they would pay big money to
have the privilege of running gardens on the

**JOHN C. WETMORE,
NEW JERSEY
HANDICAPPER.**

ing towns would come to New York for a
ride in the air because of the attractions
offered. The use to which a trans-Manhattan
Island bicycle path would be put for business
is apparent, but the greatest revenue to the
company would be from pleasure riders. Of
course the chief object is to first get a
track, without trimmings; but after it was
built think of the opportunities for evening
recreation should gardens in adjoining build-
ings along the route, to be reached by side
tracks, be opened. This is not a visionary
scheme, but an actual possibility. I have
heard men say they would pay big money to
have the privilege of running gardens on the



The Elevated Cycle Path as It Has Been Imagined.

proposed bicycle path, and they would get good returns on the investment. To carry the scheme of roads for cyclists exclusively still further, I think it would be a good plan to extend them into New Jersey and to the outlying points of Brooklyn. Then, by using the "L" path downtown, the wheelmen of Harlem could ride to the ocean by means of the Coney Island cycle path, or to points of interest in New Jersey, without running the risk of having their necks broken by reckless drivers or their tempers ruffled by street blockades.

APART FROM THE QUESTION OF BEING A

paying enterprise, a
bicycle pathway over
the "L" would do
more to solve the
problem of transport-
ing people from one
end of the island to the other than anything
else that has been suggested. It would re-
lieve the overcrowded trains, but still there
would be no loss to the Manhattan Com-
pany, for the reason that the toll paid by
cyclists would more than make up the loss.
A fair toll, I think, would be what has been
suggested—three cents a trip, or two tickets
for five cents. Wheelmen would not object
to it, and as the cost of keeping up the road
would be slight, the profits for the company
should be great. The suggestion of Mr.
Roosevelt, made through the Journal, of
building a bicycle path over Broadway is a
good one, too, but possibly the plan of hav-
ing it over the "L" is better, for the reason
that another street would not be disfigured
by an elevated structure. I am in favor of
anything, however, that will provide the
means for cyclists to go from the Battery to
Harlem without being run down by trucks,
shaken up by bad streets and delayed by
blockades.

**A. G.
BACHOLDER,
STATE
HANDICAPPER.**

assault he was in the yard when his wife called him into the house. On entering the kitchen he says she struck him a blow with her fist and then, seizing him by the collar, beat him across the shoulders and body with an umbrella and a broom handle. Tiring of this, Rylin says his wife then locked him in a room, and kept him a prisoner until the following morning. When Rylin secured his liberty he hastened to the Lee Avenue Police Court and secured the warrant for his wife's arrest. Mrs. Rylin admitted the attack.

ASLEEP IN A WINE CELLAR.

Men Hired to Put Up Awnings Drink Their
Employer's Liquor.
Joseph Montgomery, an awning maker, and John Kennedy, both living at No. 153 East One Hundred and Third street, are locked up in the East Sixty-seventh Street Station on a charge of intoxication. The men were employed by a private family living at No. 112 East Sixty-first street to repair some awnings. It was supposed that they went home at 6 o'clock last night. Instead, they got into the wine cellar of the house, became intoxicated and fell asleep. One of the servants went down at 10 o'clock last night to see that everything was all right and found the two men. The family refused to make a charge against the men, but the policemen who were called to take them out of the cellar locked them up.

**DIXIE
HINES.**

when going from one end of Manhattan Island to the other, if they had a good road on which to ride. So if an "L" bicycle path is a mechanical possibility there is no doubt that it would pay. The mechanical question is to be decided by engineers, but as a layman it seems to me to be entirely practicable. The weight would not be great and the structure would not have to be of heavy material. The main feature would be to have a good roadbed of either asphalt or island planks and to have it well lighted at night. The question of summer gardens and of renting and checking wheels could be settled later on. There is nothing in any part of the scheme that is intricate. It is just as simple as building a surface railway and it is more needed than are most railways. Wheelmen demand some better road across Manhattan Island. If a private corporation with the means at hand and fair profits certain is not willing to undertake the enterprise, then the city should do something. The cyclists will not stand the present condition of things.

TILLIE HENRY, WHO IS ACCUSED OF ARSON.

It is understood she claims she was wronged by Theodore Jacobs, and desiring revenge, went to the flat of his brother, No. 89 Bedford street, where she thought he was, and set fire to the place. She was arrested, as was Edie Bents, the son of a neighbor, who was with her.

A NEW WOMAN FINED
Mrs. Rylin Smiled as She Paid \$5 for the
Privilege of Beating Her
Husband.

Mrs. Amella Rylin, a young woman, was fined \$5 yesterday by Justice Goetting in the Lee Avenue Police Court, Williamsburg, for attacking her husband, Alexander. The couple live in the rear of No. 55 South First street.

Rylin appeared in court with a discolored of the left eye, which he said was the outcome of a right hand blow delivered by his wife. Mrs. Rylin is a robust woman, twenty-three years old. Rylin is a year her senior. They have been married one year.

According to Rylin on the day of the

ENDED TROUBLED LIVES.
Mamie Braverman Had Had a Tiff with
Her Husband, and Robert Rave
Was Despondent.

Mamie Braverman, twenty-four years old, of No. 130 Forsyth street, swallowed carbolic acid yesterday and died at Gouverneur Hospital soon afterward. She was married only three months ago. She and her husband invested a hard-earned \$400 in starting a small restaurant. It was a failure, and each blamed the other for starting it. Yesterday they had the usual quarrel, and Mamie took the poison. When her husband saw what she had done he was distracted, and blamed himself for it. Friends had to watch him, as they feared he would follow her example.

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

According to Rylin on the day of the

CLAIM SHE SET FIRE TO A TENEMENT.

Police Charge Tillie Henry with
Endangering the Lives of
Many Human Beings.

Desire to Revenge Herself Upon
Man Said to Have Prompted
the Act.

SHE WAS SEEN IN THE BUILDING.

Found Near the Place After the Flames
Were Extinguished and Arrested.
After Being Chased by
the Janitress.

Tillie Henry, a woman of twenty years, entered a tenement house at No. 89 Bedford street early yesterday morning and, it is claimed, attempted to set fire to one of the apartments because she believed that a man who had wronged her was sleeping there.

The woman's parents, who are respectable people, live at No. 219 Gold street, Brooklyn. Owing to their daughter's eccentricities Edward Bents, the nine-year-old son of a neighbor, frequently accompanied her on her trips to New York. Three weeks ago she was arrested in a raid upon a disorderly house. When arraigned in court the next morning she said that she was merely a boarder in the house, and that a man named Theodore Jacobs, of No. 321 Bleecker street, was paying her board. She was discharged.

It was Jacobs whom, it is said, she intended to destroy. He is a married man with three children, and, after having once fallen into an entanglement with the woman, found it difficult to rid himself of her. According to his story and the story of his friends, she would wait for him outside his house and follow him.

She went to his home on Monday night and rang his door bell. The Bents boy was with her. Jacobs heard her ring, but did not answer. It occurred to her then that he sometimes spent the night with his brother at No. 89 Bedford street, and thither she directed her steps. She aroused Mrs. Mary Murphy, the janitress, and was admitted. Leaving the boy in the hallway, it is charged, she went to the first floor, where Mr. and Mrs. Jacobs lived, threw kerosene upon the carpet and upon the bottom of the door, and set fire to the oil. Then, it is said, she left the house and remained outside.

The house was soon filled with smoke and the tenants were aroused. In a few minutes the flames were extinguished and those who gathered upon the sidewalks were preparing to return to the house when the janitress caught sight of the woman and the boy on the street corner. Hastily conjecturing that they were in some manner connected with the fire she ran toward them. The woman seized the boy's hand and fled down Barrow street. Mrs. Murray chased them nearly a block and a half before she caught the woman. She then screamed for a policeman and in a few minutes the woman and the boy were on their way to the station house.

In Jefferson Market Court yesterday Magistrate Mott explained to the prisoner the enormity of the crime with which she was charged, and advised her not to commit herself until she had seen a lawyer. The woman engaged Morris Blumenthal, who, after a talk with her, said:

"This woman believes that Jacobs has some sort of hypnotic influence over her. She says that he is responsible for everything."

Mr. Blumenthal said, after a talk with the woman, that he believed that Jacobs has a mysterious influence over the girl, as she had turned over telegrams and letters to him from Jacobs that bore out the theory that her mind was completely under

Jacobs's control. The girl was educated in St. Alphonsus's School, Grand street and South Fifth avenue.

MRS. DUGAN SENT TO JAIL.
She's the Woman Whose Refusal to Pay a
United States Liquor Tax Brought
Her Notoriety.

Mrs. Alice Dugan, of Hudson, N. Y., who was three times arrested for failure to pay her liquor tax, was brought before Judge Benedict in the Criminal Branch of the United States Circuit yesterday for sentence. The Judge inflicted the minimum sentence, a fine of \$100 and thirty days' imprisonment in the Hudson County Jail. He also directed that she should stand committed until the fine was paid.

In moving for Mrs. Dugan's sentence, Assistant District Attorney Hinman reminded the Judge that he had suspended sentence in October last upon her promise to pay the tax within fifteen days.

Mrs. Dugan, who is a widow, is a slender, frail-looking little woman. With trembling hands she handed the Judge a letter of appeal from her daughter. The Judge shook his head, however, and said there was no alternative, and that he had inflicted the lightest sentence the law allowed. Mrs. Dugan was then taken to Ludlow Street Jail.

MRS. DUGAN SENT TO JAIL.
She's the Woman Whose Refusal to Pay a
United States Liquor Tax Brought
Her Notoriety.

Mrs. Alice Dugan, of Hudson, N. Y., who was three times arrested for failure to pay her liquor tax, was brought before Judge Benedict in the Criminal Branch of the United States Circuit yesterday for sentence. The Judge inflicted the minimum sentence, a fine of \$100 and thirty days' imprisonment in the Hudson County Jail. He also directed that she should stand committed until the fine was paid.

In moving for Mrs. Dugan's sentence, Assistant District Attorney Hinman reminded the Judge that he had suspended sentence in October last upon her promise to pay the tax within fifteen days.

Mrs. Dugan, who is a widow, is a slender, frail-looking little woman. With trembling hands she handed the Judge a letter of appeal from her daughter. The Judge shook his head, however, and said there was no alternative, and that he had inflicted the lightest sentence the law allowed. Mrs. Dugan was then taken to Ludlow Street Jail.